

Twice a Month



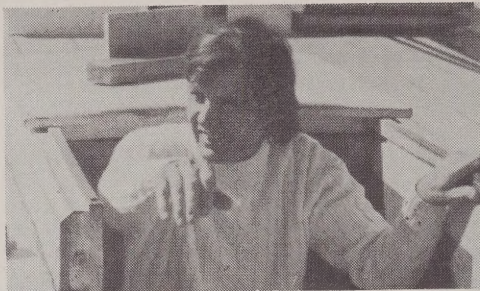
messing about in BOATS

Volume 1 ~ Number 20

March 1, 1984



Commentary



BOB HICKS

messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.

Our Next Issue

... will go into the mail about March 5th. Subscription orders received before that date will begin with that issue, #21, unless otherwise requested. You may order back issues as part of your subscription, from Issue #3 on through #10, and from #13 to present. #1, #2, #3, #11 and #12 are now all gone.

In the Next Issue

... we plan to get to that story on a Rhode Island couple who will be circumnavigating New England this summer in their 26 foot schooner that we thought we'd have ready for this issue. In addition we'll have yet another camper/cruiser, Bob Chapel's funky 16 foot gaffer, a Bart Hawthaway pictorial on how to get into your kayak from the water NOT to save yourself but so you can jump out of it on that hot summer day to go for a swim. We'll have some good stuff on classic motorboats too, and still, yet, maybe, that iceboating experience ...

On the Cover

... Chuck Jones on his circumnavigation of Monhegan Island last summer in his first major outing by kayak, enjoying the spectacular coastal scenery.

If you look over the dates for upcoming activities on our WHAT'S HAPPENING page you'll note the emergence of on-the-water events again. Yes, winter really is drawing to a close as you receive this issue, and the small boat people, particularly the canoeists and kayakers, are already to go with organized weekend outings. The usual spring urges to get our own boats into shape has also arisen, of course. When friends from milder climes comment to me on how can we stand winter here in New England, I usually explain that it's because it feels so good when it ends.

I always regarded winter as a time to get caught up, weekends without organized activities provide a chance to do some work on the boats, long evenings beginning at 4:30 p.m. likewise adding to the time for getting things done, all the things put off in the hustle of the spring, summer and fall outdoor times. Of course, it doesn't happen. The boats are right where they were last November after their last outings. All those uncommitted weekends have gone by without our getting out to the boatshed. Those long evenings were spent, to a great degree, near the stove here in the office. Yes, getting this little publication moving seems to have used up that winter of anticipated free time.

So, as do most other boat nuts, we'll now begin to hurry to get boats into shape, not just repairs that may be needed or maintenance that is always needed, but also modifications we thought up last summer while afloat. We just gotta get the boats ready to USE this summer.

Of the too many boats collected around our place there are several with top priority for getting ready. Our original boat, the very first we ever owned, we still have, a 24 foot Ralph Winslow flush deck cutter and that's ready to go because we got it ready last year and then didn't ever put it in due to a whole lot of reasons. This spring the decision on that one is, where? The next in im-

portance to us is finishing off the restoration and modification of a 16 foot Old Town lake rowboat, our second. We had a 1916 model in '82 and '83, restoring it, adding a sail rig, etc. and sold it last July. In August we found another. It was useable though it looked pretty awful in all its many colors of spring paints.

This boat is our present approach to small boating, for it is so versatile. As acquired, it is rowed, being a Rangeley hull built like a canoe, canvas covered, etc. We are also equipping it for paddling, and sailing, putting in a centerboard trunk instead of the leeboard setup we did on the previous one. To further complicate matters we're making up two sets of knuckle-joint oars so we can row facing forward, as well as various canvas covers, spray decks, cushion covers, and rig storage bags. Yes, a lot to do, but then we can car-top to any event or place we choose, paddle, row or sail, camp with any gear we need, the boat carries a lot. It's a mix of canoe, pulling boat and sailboat, not really tops at any, but plenty good enough for our speed. This is the boat we use the most.

And then there's the Chris Craft 17 foot Deluxe Runabout, a 1941 model we got two years ago. It's half done, all the stuff is in hand but labor. This is to be a boat that gets used, not just for show.

Sounds like we're something of a collector, but I'd say more like a junkman, getting old stuff cheap and fixing it up. Owning a number of boats all at once this way doesn't add up to a whole lot of money invested. Time, yes, money, no.

But then, that Chris Craft got us into something else, a 1948 Ford Super Deluxe woodie beach wagon to restore for use as a tow car for the Chris. So, there's no end to it, and as spring looms ahead, we wonder still where did all those uncommitted winter hours go?

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What's happening...

MARCH 1: MONTHLY MEETING OF THE TSCA OF THE PEABODY MUSEUM, SALEM, MA.

At this date (February 5) the feature program for this regular monthly meeting has not been set. Interested persons should call after February 25th for details, Bob Hicks at (617) 774-0906. Visitors are welcome.

MARCH 6: APPRENTICESHIP SHOP-TALK EVENING, ROCKPORT, ME.

During March and into early April Lance Lee's Apprenticeship will host weekly get-togethers around the stove in Rockport, each Tuesday evening starting at 7 p.m. On this date Richard Remson will talk about pattern making and metal casting.

For more information on this series, call the Apprenticeship at (207) 236-9646.

MARCH 10: WHITEWATER CANOEING SPRING OPENER, WAREHAM, MA.

Whitewater canoeist interested in helping melt the last of the winter ice on the Weweantic River should contact Russ Ottey at (617) 563-6637 for details.

MARCH 13: APPRENTICESHIP SHOP-TALK EVENING, ROCKPORT, ME.

Sam Manning will discuss ingenuity with tools.

MARCH 20: APPRENTICESHIP SHOP-TALK EVENING, ROCKPORT, ME.

Cy Hamlin will describe boatbuilding in the Maldives.

ICEBOATING HOTLINE

If you'd like to have a look at iceboat racing this winter, you can call after 7 p.m. any Friday evening and obtain directions to that weekend's iceboating locale in New England. The number is (617) 585-8855 and be patient as it gets lots of calls each weekend.

MARCH 20 & 22: PLANKING REPAIRS, WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The March program in the ongoing series described under the February 14 & 16 dates above will consider repair of boat planking, the wood, fastenings, spilling, bevels and caulking, butt blocks. Wil Ansel and Greg Rossel will instruct.

MARCH 24: FLATWATER CANOEING CRUISE, MASHPEE, MA.

A six mile paddle down the Mashpee River and alongshore in Popponesset Bay should be an easy paddle if the day is not windy. Participants meet at 9:30 a.m. at the New Seabury Shopping Center junction Rtes. 28 & 151 in Mashpee, MA. Bring lunch. If you need a partner for your canoe or do not have a canoe but wish to go along, call Barry Gallus at (617) 428-5391.

MARCH 27: APPRENTICESHIP SHOP-TALK EVENING, ROCKPORT, ME.

John Sarsfield will describe boatbuilding in Brazil.

MARCH 31: TIDAL CANOEING CRUISE, OSTERVILLE, MA.

This will be about a 7 mile paddle in Prince Cove and Great Bay, an easy day if wind is not too strong. Participants meet at 9:30 a.m. at Mill Pond Corner, junction Rtes. 28 & 149 in Barnstable, MA. Bring lunch. For more details, call Chuck Wright at (617) 564-4250.

APRIL 1: APRIL FOOLS ROWING & PADDLING OUTING, LOWER CONNECTICUT RIVER.

Ben Fuller will try again to lead interested oarsmen and paddlers on a river estuary outing on April Fools' Day. Last year six of us indulged in a lovely day. More information in upcoming issues. Call Ben at (203) 572-0711 for further information (Mystic Seaport Museum).

APRIL 3: APPRENTICESHIP SHOP-TALK EVENING, ROCKPORT, ME.

Phil Conklin will present, "Islands in Time."

APRIL 7: RIVER CANOEING CRUISE, HARWICH, MA.

Paddle the interesting Herring River, about 6 miles, the last couple of which are tidal, a fun trip on a narrow winding stream. For more details call Bud Carter at (617) 398-2605.

APRIL 14: FLAT WATER CANOEING CRUISE, BREWSTER, MA.

A five mile easy paddle (barring strong winds) through Walker, Upper Mill and Lower Mill ponds with a stop for lunch. For more information, call Ann White at (617) 888-8396.

L.L. BEAN PUBLIC CLINIC PROGRAMS

L.L. Bean in Freeport, ME hosts a number of clinics aimed at encouraging outdoor activity and some of them relate to boating. Several scheduled for March at their locations in Freeport are the following:

March 6, 7:00 - 8:00 p.m., ABS canoe repair at the retail store.

March 9, 7:30 - 9:00 p.m., "The

Great Maine Rivers," at Casco St.

March 13, 7:00 - 8:00 p.m., Fiberglass canoe repair at the retail store.

March 15, 7:30 - 9:00 p.m., "The Great Maine Rivers at Casco St.

March 20, 7:00 - 8:00 p.m., Emergency canoe repairs at the retail store.

March 23, 7:30 - 9:00 p.m., Whitewater canoeing at Casco St.

March 27, 7:00 - 8:00 p.m., Basic canoe paddling technique at the retail store.

March 30, 7:30 - 9:30 p.m., Canoeing films at Casco St.

All of these take place in Freeport, ME. For last minute details or confirmation of scheduled programs, call L.L. Bean at (207) 865-4761, Ext. 2106.

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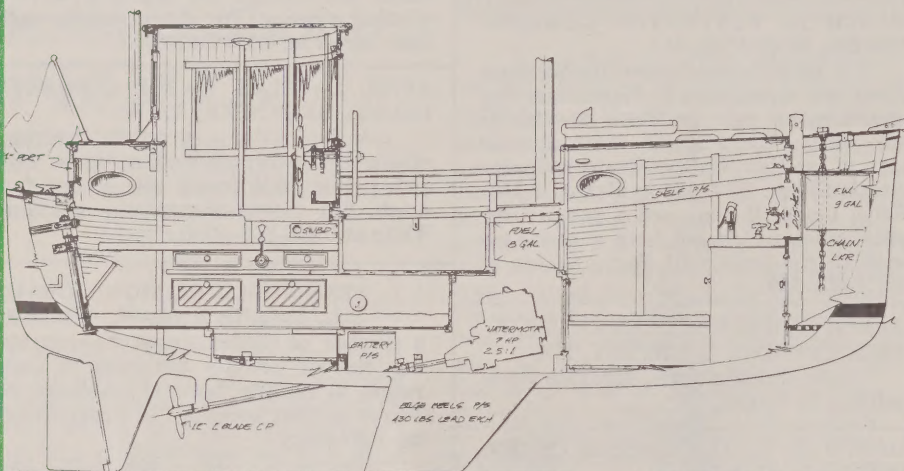
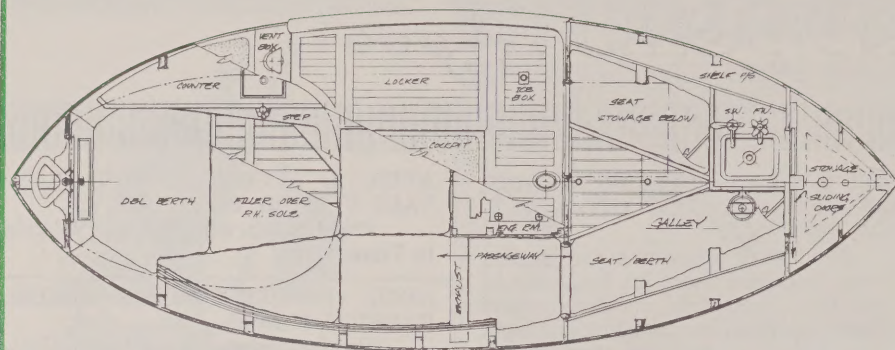
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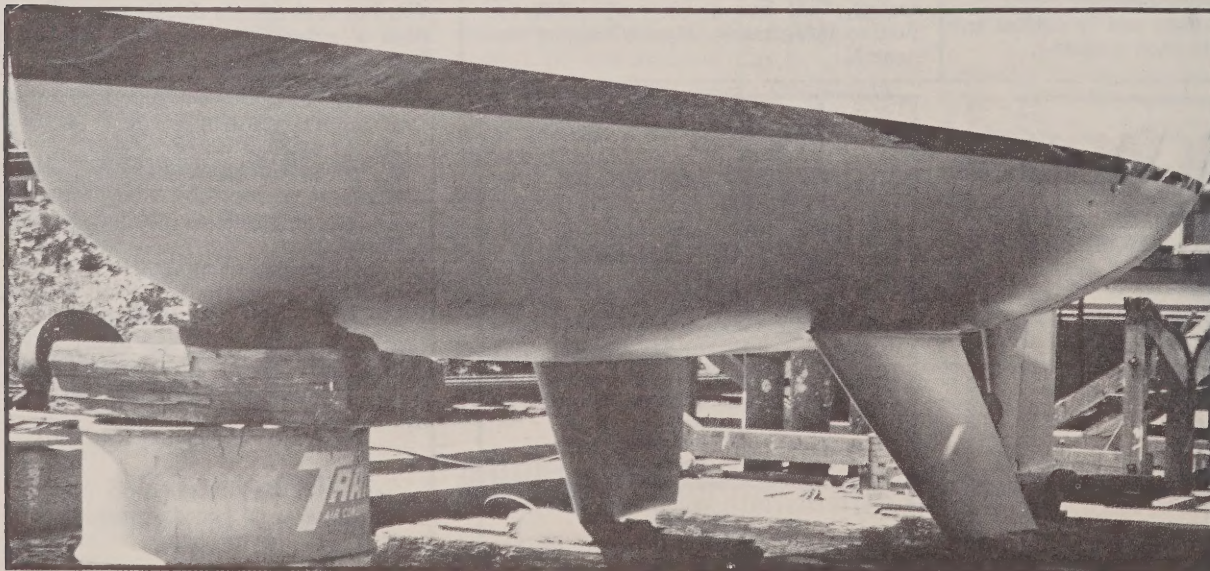
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COST-PER-KNOT TABLE

LWL	V (knots)	Displacement	Cost	Cost-Per-Knot
16'	5.00	3,000 lbs.	\$20,000	\$4,000
25'	6.25	11,445 lbs.	\$50,000	\$8,000
36'	7.50	34,175 lbs.	\$130,000	\$17,333
49'	8.75	86,175 lbs.	\$275,000	\$34,429
64'	10.00	192,015 lbs.	\$500,000	\$50,000

High and dry for a new coat of bottom paint, Heather shows off her twin keels. (Photo by Marty Loken)



The short series of reviews of interesting cruiser/camper sailboats under 16 feet that Richard Zapf did for us back in November and December, 1983 has prompted much reader response. We'll be bringing you a continuing series of such craft for the next several issues.

Herewith is **HEATHER**, a 16 footer built out in Seattle by Tim Nolan to quite luxurious and sophisticated standards. We reprint this article from **SHAVINGS**, the journal of the Center for Wooden Boats of Seattle, WA.

HEATHER... delightfully decadent pocket yacht

I am an advocate of pocket yachts. I designed Heather and slapped her together over seven years of spare time to convince myself that a practical and well appointed ultra-small-space cruising device could be pulled off in the overall length of 16 feet.

After four enjoyable years of cruising, sport-fishing and joy-riding, I am pleased to report that Heather is a delight to sail and a comfortable and seaworthy passage-maker. She is also attention-getting, never failing to prompt a friendly wave followed by a look of disbelief from other boaters. When I'm in my Sears canoe, they just frown and look away.

What possessed me to build such a small boat? I think it was impulse, but there are some practical arguments.

Consider ease of handling and maneuvering. Squeeze into small spaces in crowded marinas or fuel docks. Strong arm your way out of expensive crash landings by reaching out and fending-off with one hand.

Consider ease of sail handling. All sheets and halyards are within arm's reach of the helmsman. Reef or furl either sail without leaving the cockpit. No winches are required.

Consider ease of maintenance. Enjoy lower moorage rates. Spend less time washing, varnishing and painting.

Finally, consider cost effectiveness. If we assume that the function of a cruising boat is to carry crew and gear

from one place to another, a reasonable measure of merit might be cost-per-knot. Let's examine the effects of size on cost-per-knot. The economical speed for a boat is hull speed, which varies as the square root of waterline length. The following table lists hull speed for boats of various lengths assuming $V \text{ (kts)} / \sqrt{L} = 1.25$. Displacement of geometrically similar hulls varies as the cube of length. The table lists displacement for boats of various lengths having a moderately heavy displacement-length ratio of displacement (Long Tons) / $(0.01 \text{ LWL})^3 = 327$. A high-quality, custom-built boat costs somewhere around \$4.00 / lb. In practice, smaller boats cost more per pound than larger ones because labor and outfitting costs don't really follow a cost-per-pound relationship. Some representative costs are given in the table for purposes of discussion. The cost-per-knot increases dramatically with size. The most cost-effective boat is clearly the smallest (or lightest) one. A prudently minimized set of cruising requirements is the best way to enjoy the cost-effective benefits of a small boat.

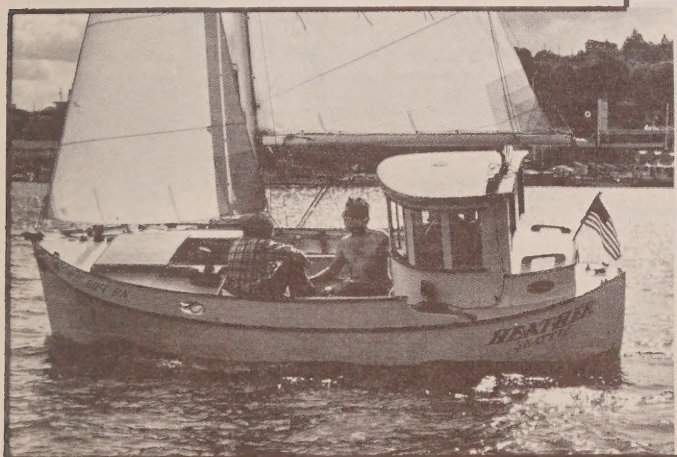
My requirements in designing the boat were to cruise, feed and sleep two in comfort; three in a pinch; and party seven.

Given these requirements, *Heather* is no "small" success. Two people can cruise in decadent comfort: two cabins, single and double berths, and an enclosed pilot house with caned seats. Three exhausted people can sleep, squeeze into the pilot house, or sit comfortably in the cockpit. Seven people can successfully party without overcrowding as follows: one standing in the focsle companionway, one seated on the focsle deck, four seated in the cockpit, and one in the pilot house. These claims have been substantiated in rigorous field tests.

Is *Heather* really a cost-effective boat? Hell, no! *Heather* is a monument to extravagance and runaway complexity. She has an enclosed pilot house and center cockpit. She has inside and outside steering mounted on the pilot house door. She has 19 ports, deadlights, prisms and windows. She has over 20 lockers and stowage compartments. She has twin, cast-lead fin keels, and feathering controllable-pitch propeller, fresh- and salt-water systems and a seven-breaker electrical panel complete with a four-speaker stereo system, knot-meter, depth sounder and VHF radio. She has eight upholstered cushions fitted to the frames and hull. She has teak and holly cabin soles and teak decks in the cockpit. She has a built-in icebox, a stainless-steel sink and a propane stove. Her stainless-steel fresh-water tank has a sight gauge and an integral chain pipe leading to the chain locker below. Her joinerwork trim is teak and colorful South American hardwoods that I used to crate my belongings for shipping from Ecuador. She has a tapered, painted aluminum spar with internal halyards and stainless-steel standing rigging. Her color-coded braided dacron rigging runs in nylon ball-bearing blocks. She has Micron ZZ bottom paint, Imron topside paint, and a gold-leaf name on her stern. At least \$12,000 and 5,000 painstaking hours went into her construction. I could have built a bigger boat for the same effort. *Heather* is only masquerading as a cost-effective boat.

Would I do anything differently if I could start over? No, I love her just the way she is, and hope you do, too!

Tim Nolan's *Heather* crosses Lake Union during the Wooden Boat Show. (Photos by Marty Loken)



SHAVINGS is the quarterly journal of the Center for Wooden Boats in Seattle, WA. If you'd like to learn more about that west coast traditional watercraft project, you can write to them at 1010 Valley St. Seattle, WA 98109 or call at (206) 382-BOAT.





ANORAK



ASSOCIATION OF NORTH ATLANTIC KAYAKERS

Setting Up for Self-rescue

"Do it with a roll, its the only way!" When planning your rescue routines (they should be routine) take a lesson from the space program - go for redundancy. When one of their computers failed recently it did not mean they were stuck in space. They turned it off and used one of the others on the ship to control their re-entry. Develop a solid roll if you can. Learn the somewhat tricky re-entry and roll and learn a sculling roll, which I think may be less dependent on the success of a single motion than the normal paddle rolls. But for the day that, for all manner of reasons, you find yourself out in the water (if perhaps you haven't yet perfected your roll) learn self-rescue methods.

For self-rescue, the clock starts when the boat goes over and stops when you are back in the seat. Matt Broze (Mariner Kayaks) tells me it takes him 40 seconds to deploy a paddle wing and get back into his boat. It took me 46 seconds to roll, exit the boat, swim around to my boat "good side," deploy my PW and get back into the boat. Clearly there was room for improvement. With the inflatable PW pillow, designed by Sea Trek, it took me 1 minute flat. The pillow worked with the Nimbus and Werner Furrer paddles but was very snug on both. Blowing it up was easy - only 4-5 breaths. It took 2 hands to work the pillow onto the blade. I would prefer to have it inflated at the outset. It should be quite useful for those who want to learn to roll their boats. Bart Hawthaway uses a piece of 2 inch ethafoam with shock cord straps around the paddle blade plus foam for the same purpose.

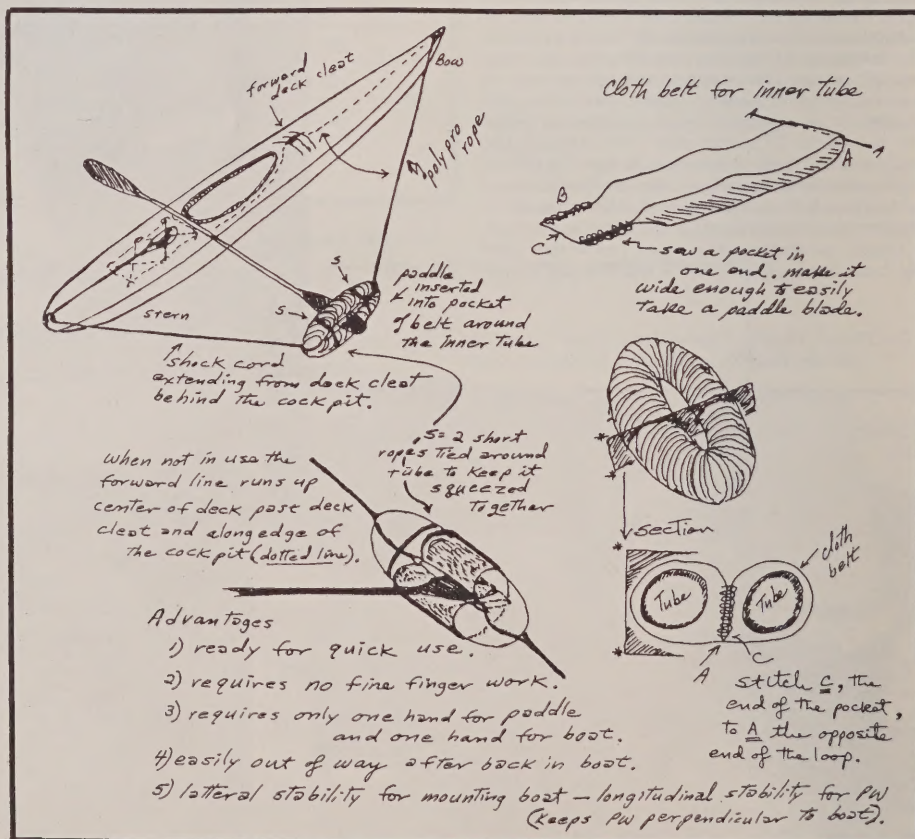
Two hands - one for the boat and one for the paddle. Things get complicated if you need one for the paddle and one for the PW flotation. That flotation should be intended in your planning just for the PW. Do not plan to just use your life jacket or the flotation intended to keep your boat afloat. Fiberglass boats do not float by themselves. My boat sits flat on the bottom of the pool when air is removed. But for a little air in the bow, Brian's boat would have gone to the bottom leaving no clues behind. It is easy to get the air entirely out of one end of a boat - instantly converting it into a very stable channel buoy. Klepper owners, of course, don't have this prob-

lem. Klepper people are good to have along on a trip owing to the stability of their boats.

The use of your life jacket for PW support as described by Bart Hawthaway (Canoe, Feb-March, 1983) was intended only for playing around a boat on hot summer days when there is virtually zero threat to the safety of the boater. The PW support from the jacket may, for example, allow one to dive into the water from the cockpit (Bart's original intended purpose).

The self-rescue that I am currently working on has a rope running from the bow to a small inner tube carried inflated on the deck behind the cockpit. A 1/2 inch diameter shock cord runs from the inner tube to the stern post and 2/3 of the distance up the rear deck to a cleat. A heavy cloth belt, as wide as the center diameter of the inner tube, is

looped through the tube as drawn making a pocket when the tube is squeezed in half (see diagram). It is deployed by just putting the paddle blade in the pocket - an easy maneuver. The rope and shock cord allow the tube to be pushed out from the side of the boat and provides instant longitudinal and lateral stability for the boat. Place one hand on the paddle shaft and cockpit rim behind the seat. Hook your thumb over the rim. Put the forward hand on the floor of the boat and, with a kick, propel yourself up over the cockpit. The PW tube comes off the paddle and is taken out of the way by the shock cord as soon as you pull in your paddle. Any kind of double-lobed flotation can be used in place of the inner tube. I have paddled in winds up to 35 mph, so far, and not found the tube on the rear deck to have any serious effect on boat handling at any angle to the wind.



Circumnavigating Monhegan by Kayak



Report & Photos from Chuck Jones

We had made several weekend trips to Monhegan, via the mailboat, during the past few years. We went in May or October to avoid the heavy summer traffic. We usually went with several other couples who could appreciate the wild beauty of the island and the spartan, unheated accommodations at the Trailing Yew Inn.

The cliffs and forests made rough going for my bad ankle, which carries a three inch screw in it from a 1970 car accident. This contributed to my plan to follow the spectacular coastline by small boat, rather than on foot. The usually rough seas and the off-season nature of our visits discouraged me and, especially, my wife, from using our 24 foot C&C designed MORC sloop, MIRAGE. For close proximity to this shore, the shallow draft of a kayak seemed more appropriate. As a kid on Buzzards Bay, I had a canvas covered, wood framed kayak with

an open cockpit. I was aware of the progress made since the late '40's in white water and sea kayaks.

Thus it was that this past October 8th we arrived at Port Clyde, Maine with a second hand 13 foot white water kayak, complete with an added on shallow skeg intended to reduce the kayak's tendency to fish-tail.

There was a strong headwind blowing in from the island towards the mainland. I was persuaded to give up my ideas of making the twelve mile open water crossing in my battered river kayak, this time anyway. We secured the kayak on top of the mailboat's cabin and took off with a capacity load of people and freight for the three-day weekend on the island.

Sunday broke partly sunny with a moderate breeze from the northeast. There were some seas from the day be-

fore but nothing serious. This was the day for my circumnavigation of the island. After a good breakfast, we walked the kayak down to the small beach in the harbor. Skeptics and friends joined the local ducks and geese with us on the beach.

High cliffs range the east coast of the island. I wanted to cruise this part upwind along the shore while I was fresh. After rounding the far end (about 2 miles) I could coast home with the wind at my back.

The spoiled "beach ducks" followed me only as far as the harbor's edge, in the shelter of Manana Island, which forms the far side of the harbor.

As I rounded the southern tip of Monhegan and turned north, I realized that the wind, although ahead, was slightly off the shore. It would be comfortable until I reached beyond the middle of the island where the coast begins to "turn left," leaving me more exposed to the northeast winds and full fetched waves.

Easing along, I spotted my wife and several friends scrambling among the rocks on the shore trying to keep up with me. At this point there was no doubt I had the most comfortable mode of transportation! My nylon skirt shed what little slop fell on deck and my long sleeve flotation jacket (not a wet suit) was working fine. I even unzipped it a bit at the throat so I wouldn't begin to sweat.

I had forgotten to bring my Instamatic camera, but Jill, on the shore, was waving me in closer so she could use hers to better advantage. I found a rock bound slot between headlands called Squeaker Cove where she very nearly

Ready to go, the author and his 13' river kayak in the harbor on Monhegan.





fell in from the wet rocks. I went into and out of the cove on the surge of the waves. I then decided it was time to move out and around Blackhead and Pulpit Rock. The wind was building and the seas were shorter and breaking occasionally as I rounded Pulpit Rock. When the green seas came aboard I could feel the cold drips on my right thigh where the seam in the skirt leaked a bit. I had a sponge jammed between the bottom of the seat and the hull but dared not pull the skirt free to sponge out for fear of letting a wave slop in while trying to bail out mere cupfuls. I decided to pull hard and finish my rounding of the north end of the island. I wanted to get around to the Seal Ledges where I could get into the lee of the ledges, bail, watch the ever-present seals and spot Jill. She had gone inland across the north end of the island.

This would be a very bad place to practice an Eskimo Roll, I was sure. It was only about a half-hour of hard, wet paddling around that point but I was glad to see the Seal Ledges and several people on the shore watching the seals. After the bailing was done, I worked slowly upwind of the seals, then drifted down, paddle still, among them. They don't get much (any?) kayak traffic nowadays so they were quite curious and bold. The young ones would come the closest, perhaps 15 to 20 feet, then down and away. I played games with them for about 20 minutes, then checked the beach for Jill, who still had not reached the trail to the ledges. I was getting wet, cold and hungry, so I started my downwind trip along the west coast toward the harbor and the cures for my discomforts. I had rounded the "Horn" and could smell the barn, to mix a few metaphors!

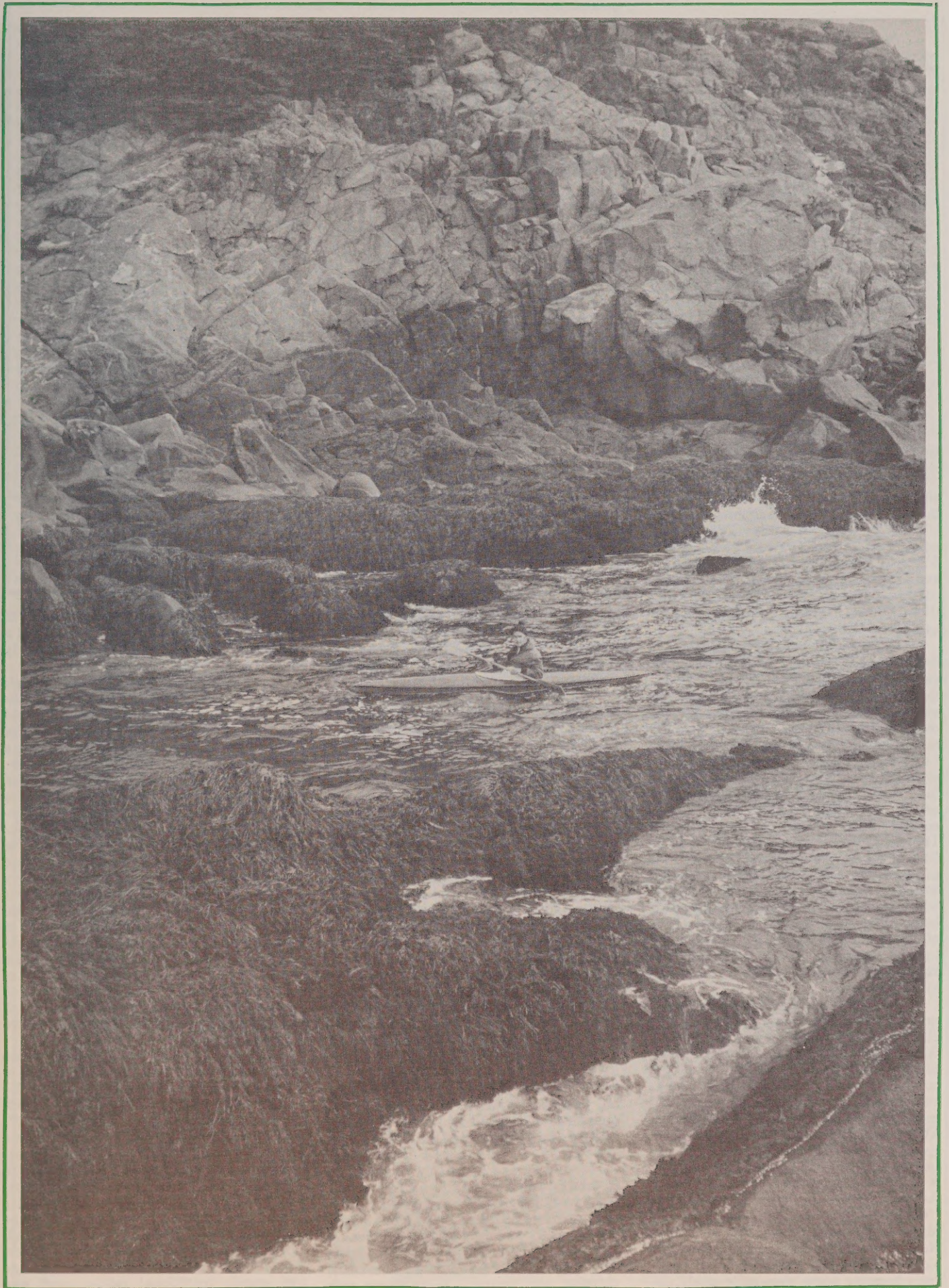
Although I have worked in a decoy shop in Freeport at one time, I never could identify many of the ducks and seabirds I saw on this trip. Monhegan is on a flyway and gets a greater variety of birds than the mainland coast, or so it seemed to me.

In 1984 my wife and I will both have sea kayaks and will, hopefully, paddle to Monhegan and other islands from the mainland and our "base" in Pownal, Maine. Jill'd kayak, on order from Bart Hawthaway in Weston, Mass. is a Greenland model weighing about 35 pounds. I am working to finish up for myself a WEST epoxy stitch and glue kit from Country Ways of Minnesota. As a backup for this latter project I have purchased a used 17 foot Escape sea kayak from Brian Insley's widow, another and sadder story.

The MORC sloop has been sold to a banker in Casco Bay who has not yet discovered the joy of never being becalmed or of having engine troubles. When we want to go sailing we now also have a Saroca (sailing canoe) which does it all in just 16 feet!

Left above: Discretion proved to be the better part of valor as the author brought his kayak across the twelve miles of open water to Monhegan on the mailboat cabin. Right hand page: A moment of rest in Squeaker Cove surrounded by the majesty of Monhegan's ledges.



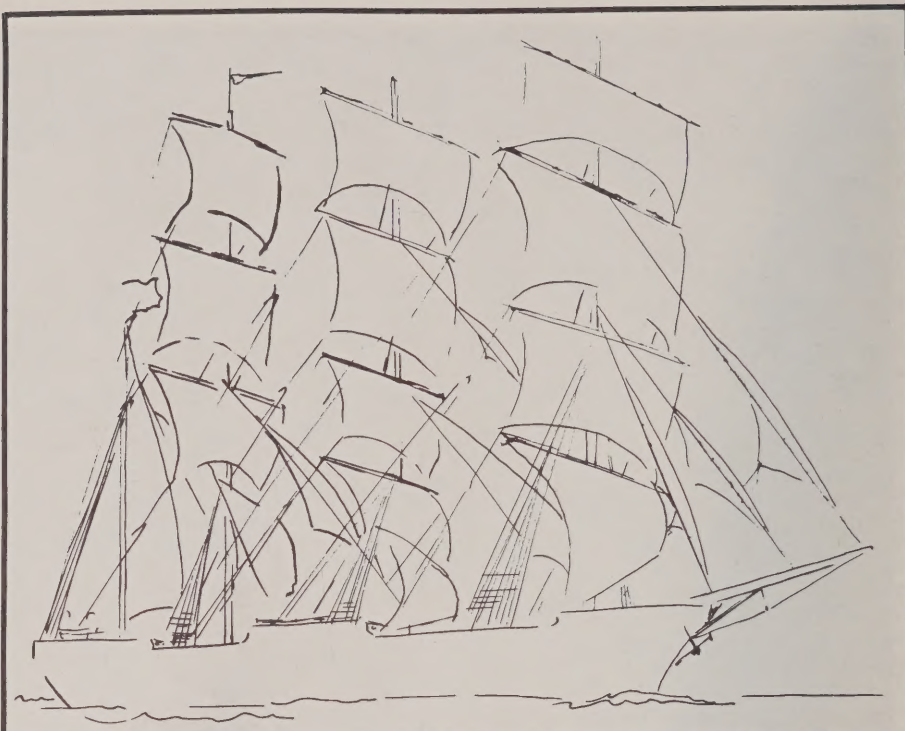


With Patina out of the water, safely moored so to speak, in Jim and Joan Wood's backyard, it was time for arm chair adventures. And I had stashed away the makings for a few such wanderings -- John Atkin's PRACTICAL SMALL BOAT DESIGNS, Harry V. Sucher's SIMPLIFIED BOATBUILDING, Chapman's PILOTING, Time-Life's THE CLASSIC BOAT. And, as always, there were the small craft books by Chapelle and John Gardner. And two books that have a special niche: BEAUTIFUL SWIMMERS -- I spent a very nice part of my childhood near the mouth of the Patomac and that book is like going home; and, for really grandiose wanderings, Morris Rosenfeld's photographic delight, UNDER FULL SAIL -- many a late hour, when just plain tired of the give and take of things in general, I've pulled that one out and enjoyed MANXMAN, RANGER, KATUNA, MARE NOSTRUM (Now there's a name), WINDIGE, AVANTI, SEA LION, the great ATLANTIC, and, on page 179 a photograph of TICONDEROGA that is the very definition of "offshore".

Off to a fair start, I was peacefully enjoying BEAUTIFUL SWIMMERS, although in wistful fits thumbing through UNDER FULL SAIL, when I received a copy of THE HISTORY OF AMERICAN SAILING SHIPS by, you guessed it, Howard Irving Chapelle. A big book, an important historical work, "More than 200 illustrations. Though tempted, I set it aside, and with reason.

Chapelle's AMERICAN SMALL SAILING CRAFT and BOATBUILDING, veritable motherloads of information that they are, have often demanded (and rewarded) very careful reading, mulling over, a dictionary and, at times, anything else remotely resembling the subject that I was trying to track down. Those books, although they have been key factors in the preservation of, and revival of interest in, traditional small craft lack a careful development of their subject. The sort that can illuminate an unfamiliar subject, the development one finds in Gardner's THE DORY BOOK. And that had been my experience with Chapelle. So, even though the subject matter of this book was a bit different, I was a bit leary of adding another complexity, another delightful agitation, to my arm chair adventuring. I decided to hold off, and I did, all of two days.

I should've grabbed that book sooner. The presentation, the style, the clarity and the flow were ever so fine. Subjects of historical and technical complexity were handled with an ease I did not expect. The naval ships, privateers, revenue cutters, schooners, merchantmen and yachts were given their due. The nation came alive. The ships figuratively talked, reflecting the political, economic and cultural values of their times. A beautiful, carefully crafted survey of American ships. My favorite section was "Chapter Four: Revenue Cutters". The ships and boats of the United States Revenue Marine, the forerunner of the Coast Guard, had a special flavor, perhaps because some were quite small, ab-



PATINA'S LOG

solutely the perfect sort of boat that could be built as a yacht. If THE HISTORY OF AMERICAN SAILING SHIPS was a ship, it would have to be said that she had fine lines.

And in more ways than one. "More than 200 illustrations" were promised on the dust jacket, and that it had. Beautiful, beautiful lines. Chapelle's lines and sail and deck plans: Plate I. HANCOCK, "The fastest frigate in the world in her time."; Figure 57. Lines and sail plan of the HENRY B. HYDE, "This fine ship was justly considered the finest wooden vessel of the rig ever built in the United States ..."; Plate XVI. Schooner Yacht ENCHANTRESS, "Next to SAPPHO she was considered the fastest keel schooner in the United States." Then there were the perspective drawings, based on Chapelle's lines and plans, by George C. Wales. They gave a special clarity to things. And an extra special treat, the pen-and-ink sketches of Henry Rusk. These last were fuel, very rare high octane fuel, for an always able imagination. They were not just pictures of ships at sea. Not quite. There were sailors aloft and on deck, at ease and at work. All sorts. They stood watch, hung on, trudged forward, conferred on the quarterdeck, directed, were directed, 'stoned the deck, waved, loaded cannon, and gazed at the reader from afar.

Always, and just below the surface of things, was a beautiful feel for history, American history. The particulars -- the important builders, the famous ships, the paces -- and the deeper realities -- the forces that shaped the emerging navy, the Revenue Marine, merchant shipping and racing -- were woven with

such skill that it seemed to cast a bit of a spell. The following quote revealed a side of Chapelle that I particularly liked:

"The trend toward extreme models of the clipper-schooner continued after the war ... Speed had become a fad, just as the rapid and lengthy development of machinery in recent times has become a fad of mechanization. Speed, whether required or not by the specifications of trade, was called "progress" ... In the case of both the fast sailing clipper-schooner and the modern heavily powered fisherman, the result has been the rapid decline of the type under economic pressure. Economic laws are barriers which fads, even when masquerading as "progress", cannot hurdle. Speed and mechanism play an important part in true progress; it is the undue emphasis placed on them by fads that so often lead to financial failure in certain types of manufacture and transportation." A quote that, perhaps has just as much meaning today as it did then, and in more ways than one.

So, what does all this have to do with small craft, with messing around in boats? A good bit. So often in THE HISTORY OF AMERICAN SAILING SHIPS one comes across the words "perhaps", or "unfortunately the ... dimensions have not been found", or "the dimensions ... are missing ..." Add that to the fact that the age of sailing ships, except for a few grain ships, had literally vanished about thirty years before Chapelle published his history of ships and, perhaps one begins to realize what might have been obvious to Chapelle: The age of small, traditional sailing craft was

almost completely gone and, if the lines and sail and deck plans weren't gotten, they would, also, be gone, simply gone. And we have, amongst other things, the motivation for AMERICAN SMALL SAILING CRAFT, and BOATBUILDING. (And, perhaps, the reason each is often more like a catalog than a book.) No one was in a better position than Chapelle to know the situation. And no one knew better than Chapelle that there would be no British Admiralty plans to turn to when nothing could be found and as he had been able to do in writing his ship history. With little time to lose, Chapelle, and those whom he chanced upon doing the same sort of thing, saved a great deal for us. And perhaps he, with his special background, position and the perspective it provided, was able to encourage many a fellow as gifted as he to save the best of what they could get their hands on.

But to finish things off, the "history" ends with a survey of the evolution of American sailing yachts from 1839 up through YANKEE. How about MOHAWK, a truly wayward lass of the Gilded Age that one. 121 foot waterline, 30 foot beam, 6 foot draft, 235 foot from her boom-end to the tip of her flying-jibboom. That's 114 feet of sail over the water. Well, she capsized and drowned her owner, that one. And did I say YANKEE? That rings a bell, it's back to Rosenfield, page 30 and 31. Nothing like a bit of arm chair work, especially on a snowy afternoon.

Report & Illustration by Tim Weaver



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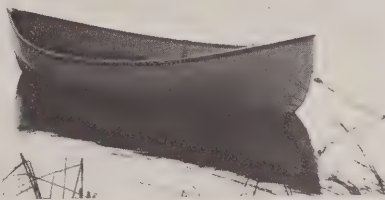


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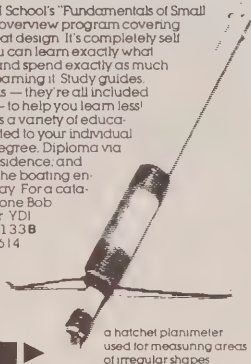
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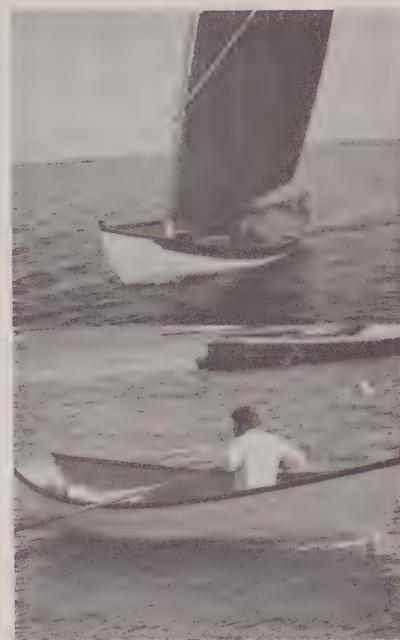
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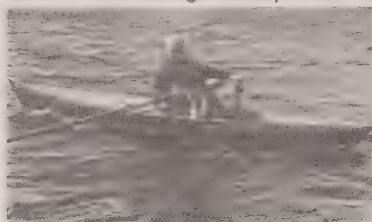


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January on Echo Bay

Report & Illustrations
by Dan Marcus

The johnboat lay on the finger pier between our old Richardson on the right and a tinted-window spacecraft with oddly-shaped chrome cleats on the left. Bob and I jockeyed around in the narrow space trying to turn the johnboat right-side up. It was most impossible to get a good grip on her in that narrow space so we decided to carry her out to the end of the gas dock and launch her there. We scraped as much snow off of her bottom as possible with the paddles and lifted, our breath coming in white puffs as we carried her down the dock.

On the gas dock there was enough room to turn her over and slide her into the water. She lay slightly bobbing on the still water looking somewhat out of place amid bits of floating ice. Bob and I looked at each other.

"Sure is cold."

"Aw come on. It's the warmest day in weeks. It's now or never."

"Never sounds good."

Picking up his paddle Bob got into the bow seat and I followed, sitting in the stern. The day was clear; very sunny and dead calm. As we started paddling our slight wake followed behind us; tiny ice floes rocking as we passed. We cleared the entrance of the marina and we saw Echo Bay and the rafting flocks of Canada geese, Mute swans and Mallard ducks who winter over in our bay. We

looked for uncommon birds among the many rocks which stud the inner bay; at all tides birdlife feeds on and around them. We spotted Egrets, Goldeneye and Canvasback ducks, Hooded Mergansers and my favorites, the Buffleheads, who would up-end and disappear.

We were beginning to warm up a little and unsnapped a few snaps on our vests. We passed the now vacant Hudson Park beach and remembered sunny summer days when the beach was a moving carpet of people and radios.

After a while Premium Point eased by to port and we were on the open sound. Long Island Sound; a teeming mass of boats and wakes all summer long was absolutely deserted. There were no boats in sight, unless a distant smudge up-sound was a tug pulling a string of barges or perhaps a freighter. We stopped paddling and the johnboat rose and fell slightly on the small swell. We looked around. Over toward Ex Rocks was another raft of ducks; through the binoculars they looked like Goldeneye. A few gulls and some islands and the cold blue sound reflecting the cold blue sky and that was about it. It was beautiful. We turned around and headed back.

As we pulled the boat back up on the gas dock and carried her back over to the finger pier, Bob remarked, "Nice day." It certainly was.



New Year's Eve Dory

Report & Photos from Al Butler

GAME: Given one cheap sheet of 5/32" x 4 x 8 unfinished mahogany paneling, a few sundry hand tools and a sabre saw and NO SIKAFLEX, we are to freehand a little dory which will in the end please all, but float none!

LOG of this event: Aboard in the Piano Restoration Shop of Al and Karin Butler are note-taker Lu, with Karin and Steve as helpers for whackmaster Al Butler. No rulers or tapemeasures allowed. Carpenter's chalk o.k. A red pencil snuck in somehow during the "job". A full glass of scotch was another unnamed tool.

10:35 p.m. - December 31, 1983: Materials are ready and panel flat on shop floor, we scribe a center-line and chalk in one of the side-plank chine curves with batten. Cut and flip over to repeat for other side.

10:50 - Draw arbitrary (ha, the whole thing is arbitrary) bow and stern ends of single planks (no laps, please, unless spilled drinks are to be considered). Cut these.

11:00 - Nail planks to tombstone dory transom, insert a spreader amidships and nail sides to a stem of sorts, glad we are that the planking is so limber!

11:12 - Determine that chine curve too great resulting in too much flare, so whack off some stock bow and stern ... Looks "better".

11:20 - Plop sides with spreader on what's left of the stock and sketch our bottom, helpers holding up bottom at ends to "conform" to rocker. Boy we wanted to avoid sucking bottom and does she ROCK!

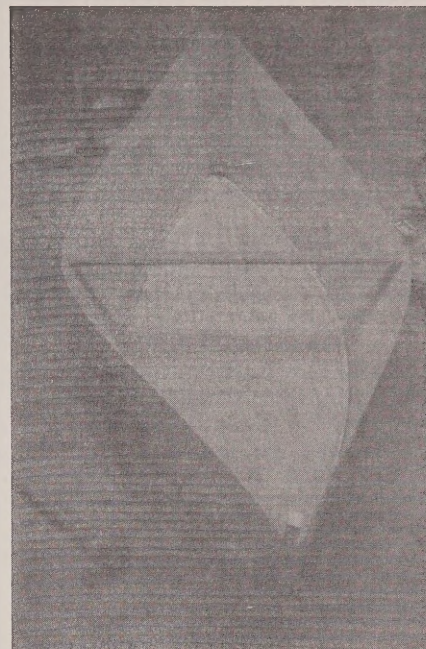
11:30 - Cut out bottom and nail on chine strips (pretty fancy, huh?) breaking one at point of greatest bend. No problem. Cut off protruding parts of wood and continue.

11:45 - Steven gets in boat and spreader snaps! (He tried to get a good photo angle.) As promised beforehand, it would be FUN, so no problem; a piece of batten gets cut to some NEW dimension and serves as spreader.

11:50 - We all start nailing bottom to sides (actually sides to chine strips).

11:56 - Warned that NEW YEAR is upon us soon; knocking outside shop - Werner and Lois Rappelt show up and join in the fun. Introductions glossed over and nailing is finished with a large gap in the stern area.

12:00 MIDNITE, HAPPY NEW YEAR 1984 - Busy trimming stem and transom. Looks a little like a miniature dory which a few happy souls whacked together in about 1-1/2 hours! Taking a few ham shots with builder in vessel with OARS and a drink as well as some of the "help", the party adjourned to the coal stove in the kitchen to continue bringing in the beautiful new year of 1984. This was truly "Messin' About in Boats"!!



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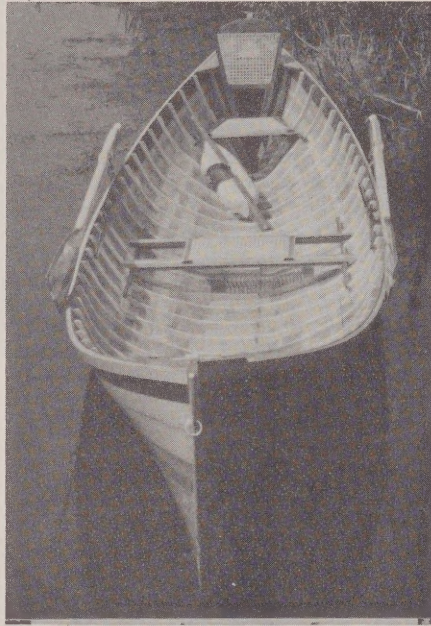
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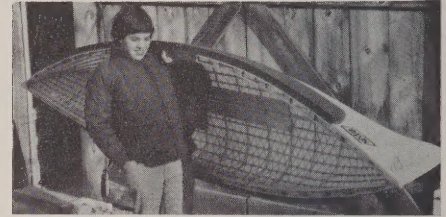
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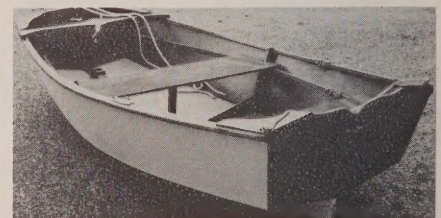
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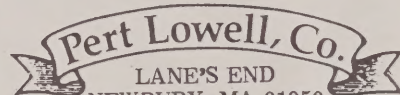
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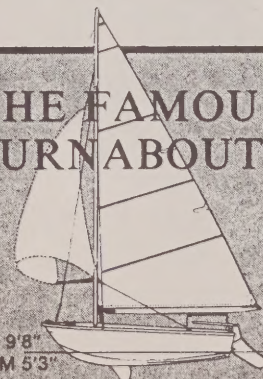


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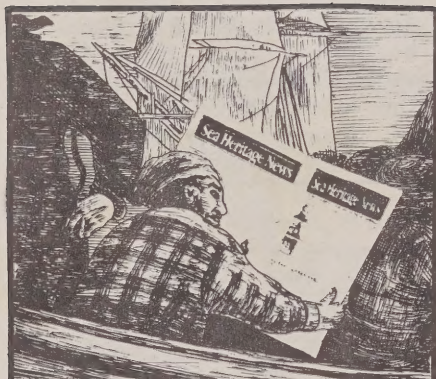
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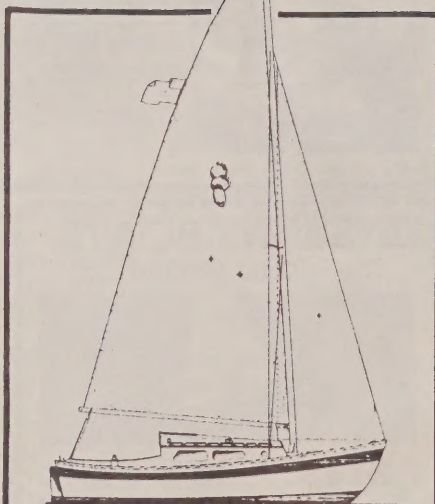
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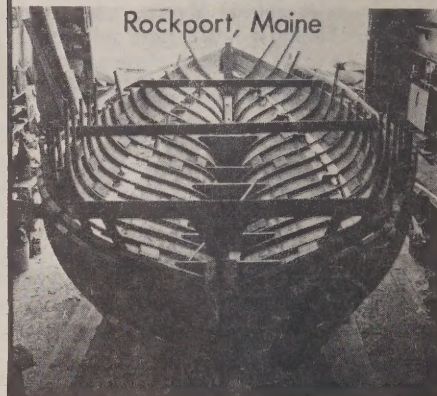
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